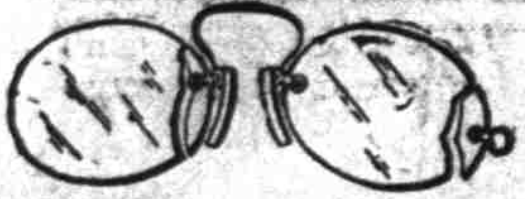


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ERY, PICTURE FRAMING,
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1123 Fort St.**ALBION F. CLARK POINTS OUT THE
LEAKAGES IN CITY'S MANAGEMENT****Criticizes Action of Board of
Supervisors in Very Con-
structive Manner**(Paper read by Albion F. Clark be-
fore public meeting to consider the
road frontage tax laws.)Gentlemen:—We have gathered here
this evening, as the first speaker has
stated, to discuss the merits of the
road improvement acts, as passed by
the last legislature, commonly called
the "Frontage Tax Laws," and known
as Acts 87 and 131, of the Session
laws of 1913, and to devise ways and
means of urging the board of super-
visors of the city and county of Hono-
lulu to undertake the construction of
the roads of the city and county,
under the intent of the said Acts 87
and 131.It is an easy matter to sit back and
criticize the board for lack of action
and the waste of public funds without
going into facts, but we should not
lose sight of the fact that our criti-
cism should be just and, as far as
possible, of a constructive nature.Before going into the matter of fig-
ures and statistics, I want to con-
gratulate the board of supervisors and
the city and county engineer on the
work they are doing with the class of
laborers they have to contend with,
and also to praise them for the efforts
they are making to curtail expenses.**City Government Expenses.**First of all, let us take up what
the supervisors have to provide for
before they can touch the roads:

1. Cash basis fund.
2. Police and fire departments.
3. Health matters.
4. Maintenance of schools.
5. Salaries, office expenses and
rents.

6. Circuit and district court ex-
penses.
7. Electric light department.
8. Maintenance of parks.
9. Maintenance of jails and prison-
ers.
10. Hospital expenses and burial
of indigents.
11. Donations to charities and pro-
tection work.
12. Hawaiian band.
13. Garbage department.

I have placed "garbage department"
as the last, for I think that here is
where a saving could be made. I am
not a staunch advocate of free gar-
bage, unless the financial condition of
the city can stand it. It might be well
to state that the city and county
might be able to make this depart-
ment a revenue producing department,
the same as the city of Los Angeles
has done. On the first of January,
1914, the city of Los Angeles signed
a contract with Mr. C. D. Crouch of
Chicago, in which the city receives
\$1,000,000; during a period of ten
years, for its garbage, dead animals,
etc.The cost of the several departments
of the city and county for the past
five years, other than for road con-
struction and maintenance, etc., has
been \$2,312,904.40—the principal de-
partments being as follows:

Police Department	526,902.22
Fire Department	317,049.67
Garbage Department	103,500.72
Circuit & District Courts	172,851.24
Hawaiian Band	113,487.89
Maintenance of Schools	98,045.74
Electric Light Department	122,687.54
Maintenance of Jails	55,792.41
Maintenance of Prisoners	39,139.95
Maintenance of Parks	78,541.73
Engineering and Survey	48,857.35
Sheriff & Deputy's Office	47,513.20
Hospital Expense	64,774.15
Burial of Indigents	8,144.15
Advertising	18,528.08
Donations to Charities and Promotion	26,050.90
Health Matters & Insp.	98,624.73
Police & Fire Alarm	21,767.71
Total	\$1,959,958.46

Roads of Municipality.We next come to the matter which
is "nearest" to us all, and the one
with which we all, more or less, find
fault, and that is roads.The city and county has at the present
time, approximately, 250 miles of
roads to look after—160 miles in the
city of Honolulu and residence sec-
tions, and 90 miles country districts.Eight or ten years ago, before the
advent of the automobile and power
driven trucks, macadam roads for the
city and county, and coral roads for
the outside districts were all that
were needed, but today, with the mo-
dern traffic, we have to build the mo-
dern road, and the modern road is
what the two Acts, 87 and 131, con-
template.In addition to the 250 miles of road
to look after, the road department
has to care for all bridges, culverts
and storm drains, etc. The money
expended in the last five years on
roads, bridges, culverts, etc., in the
city of Honolulu, has been \$1,046,
788.86, and in the country districts,
\$520,636.68—this does not include
what was spent on the belt road by
the loan fund commission, approxi-
mately \$200,000.00 more.In passing, had the loan fund com-
mission built the road of the modern
class, to suit the traffic, the belt road
that is finished would not be in the
condition it is in at the present time,
and they would have saved thousands
of dollars in maintenance to the city
and county government.The modern road, from the view
point of engineers on the mainland, is
the narrow bed, concrete base, with
a thin wearing surface to suit traf-
fic, of asphalt or some other good
material. Such states as New York,
Illinois, California, Iowa, Ohio, Michi-
gan, Wisconsin, Massachusetts and
several others, are adopting this
class of road, not only for state high-
ways, but for the city roads, for the
reason that they are the cheapest to
construct, the most economical to
maintain and the most sanitary.The highway commissioners of
California alone let contracts lastyear for 198 miles of this class of
roads.**Available Funds.**We next come to the question of
whether or not the supervisors have
funds at hand to undertake the
work.**County Receipts for Year 1914.**Balance forward from
last year \$104,141.51
Receipts from all sources
for year 891,900.00

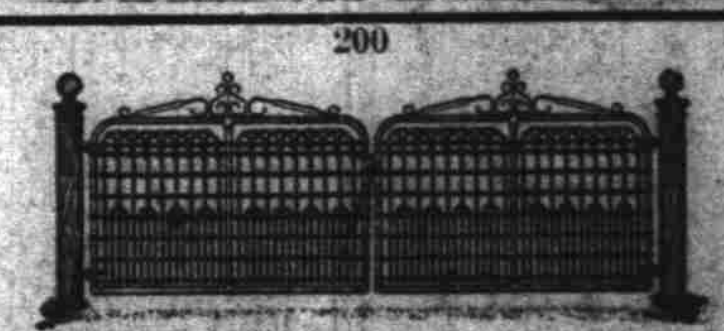
Making a total revenue of \$995,141.51

For the year 1914, from this amount
deduct the amount required by law
to be set aside, as a cash basis fund,
at the end of the period, which
amount is approximately \$54,900.00.
This leaves a working capital of \$940,
241.51 for the year 1914, which the
county has to carry on all its busi-
ness with.Take an average of the two high-
est years in the past five years for
all county expenses, other than for
roads, bridges, etc., which amount is
\$549,681.98. You have a balance left
for road work, bridge work, etc., of
\$391,559.53. Take from the amount
say, \$150,000 for maintenance; you
still have available for new work
since the first of the year, \$241,559.53.
Deduct from this amount the amount
spent on roads to March 31, 1914,
other than for maintenance, \$55,
642.77, leaving a balance, April 1, for
new work, \$175,916.76 for the balance
of the year.**Frontage Tax Laws.**We now come to the matter of the
two acts for road improvements. Act
87 provides for an assessment against
the property benefited, for the open-
ing or widening of streets. Act 131
provides for an assessment against
the property benefited for all street
improvement.Each act gives the supervisors the
power to establish assessment dis-
tricts and to charge the property owner
benefited by such improvement
with the whole or part of the cost of
same. But 55 per cent of the property
owners of a proposed assessment dis-
trict can protest against the im-
provement, and can prevent the same
from being carried on.Each act also provides that 60 per
cent of the property owners of a given
section can petition the board of
supervisors for certain street im-
provements and establish an assess-
ment district.I have records showing where road
construction work is being done along
fifty lines in 50 cities, scattered
through 85 states on the mainland,
so it can readily be seen that it is
not simply a local scheme to increase
taxes and give the supervisors more
money to waste, as I have heard some
of our citizens remark.On the other hand, the system of
constructing roads on an assessment
basis to the property benefited is the
only sound and businesslike system
to adopt—it is the only system where
the taxpayer can have a say as to
the construction of roads, and the
only system where the taxpayer gets
full value for his money.The only thing for the taxpayers
and property owners to do is to "get
together" on a definite policy, as to
whether the assessment shall be by
area, or front foot, to the property
benefited; the percentage of cost
that should be borne by the city and
the property owner; agree as to the
classification of roads, and insist on
the material to be used in the con-
struction of same.Ira Osborn Baker, professor of civil
engineering, University of Illinois,
who is considered a leading authority
on this subject, has this to say in re-
gard to the assessment:**Cost and Classification.**"By far the more common method
of apportioning the assessment in pro-
rata, according to the frontage upon
the improvement. Out of 45 cities in
the United States which assess the
private property for street improve-
ment, 38, or 84 per cent, follow the
"frontage rule," three use a combina-
tion of frontage and area, one uses
"area" alone, one uses "value" alone,
and in two the method is left to the
assessing board."The same authority has this to say
as to classification: "Equity and jus-
tice demand that a distinction should
be made, depending upon the charac-
ter of the traffic. The interests of
the general public in a street vary
greatly between a residence street,
a business street and a general thor-
oughfare."He also has this to say as to the
proportion of cost: "To pave a resi-
dence street, the public or city should
pay only a small share of the cost,
say 20 or 30 per cent; to pave a busi-
ness street, the public or city should
pay 40 or 50 per cent; to pave a gen-
eral thoroughfare, the public or city
should pay 60 to 75 per cent."As to materials to be used—taken
from the report of Clarence E. Bag-
ley, a prominent city engineer of Cal-
ifornia, read before the Convention
League of California Municipalities:
"Having had an experience of several
years with various forms of paving, I
have, from a process of elimination,
concentrated my thoughts and ef-
forts toward the perfection and adop-
tion of a form of Portland cement
concrete of a thickness commensu-
rate with the need of traffic, surfaced
with a mat of asphaltum oil and
screenings of from 1-4 to 3-8 inch in
thickness, as being at once the best
and cheapest pavement available—
best because of speed and economy
in construction and early availability
and because it tends to minimize, if
not wholly eliminate, friction."Gentlemen, are we to remain like
the original "standpatter" who ob-
served that his father and grand-
father used mud roads and therefore
mud roads were good enough for him,
or are we to keep up with the times
and demand the best and cheapest
road available. For my part I think
we should, as the saying is, "Get
modern, and keep up with the times."**BOY SCOUTS OF
PARIS WIN FROM
GANG OF APACHES**

[By Latest Mail]

PARIS.—A troop of Paris Boy
Scouts, 60 strong, marched to Le
Bourget, the scene of one of the hard-
fought battles which took place round
Paris during the siege of 1870. Out-
side the fortifications the bugles and
drums of the Scouts' band were greet-
ed with hoots and jeers by a gang of
apaches who had gathered there to
break up a political meeting.On the return of the Scouts from
their march the apaches were lying
in wait for them and met them with a
volley of stones. At the order of the
scoutmaster the Scouts at once de-
ployed and fell on the enemy with
their sticks. A 10 minutes' battle
took place, at the end of which the
apaches were beaten off with loss.
Twelve of the Scouts' staves were
broken on the heads of the enemy and
several of their bugles were dented
for the same reason. The battlefield
was littered with abandoned caps;
one of the apaches, it is said, even
left an ear behind. In spite of the
victory the Scouts' commander deem-
ed it wise to retire, and a retreat was
skilfully effected to the gates of Paris
under a desultory fire from the ene-
my's revolvers. One of the Scouts
was wounded by a bullet in the thigh.
According to the police, who followed
up the traces of the battle, 12 of the
apaches had to be assisted from the
field.**HOW THIN PEOPLE
CAN PUT ON FLESH****A New Discovery.**Thin men and women—that big,
heavy, filling dinner you ate last
night. What because of all the fat-
producing nourishment it contained?
You haven't gained in weight one
ounce. That food passed from your
body like unburned coal through an
open grate. The material was there,
but your food does not work and stick,
and the plain truth is you hardly get
enough nourishment from your meals
to pay for the cost of cooking. This
is true of thin folks the world over.
Your nutritive organs, your functions
of assimilation, are sadly out of gear
and need reconstruction.Cut out the foolish foods and
funny sawdust diets. Omit the
flesh cream rub-ons. Cut out every-
thing but the meals you are eating
now and eat with every one of those
single Sargol tablets. In two weeks
note the difference. Five to eight good
solid pounds of healthy "stay there"
fat should be the net result. Sargolcharges your weak, stagnant blood
with millions of fresh, new red blood
corpuscles—gives the blood the carry-
ing power to deliver every ounce of
fat-making material in your food to
every part of your body. Sargol, too,
mixes with your food and prepares it
for the blood in easily assimilated
form. Thin people gain all the way
from 10 to 25 pounds a month while
taking Sargol, and the new flesh stays
put. Sargol tablets are a scientific
combination of six of the best flesh-
producing elements known to chem-
istry. They come 40 tablets to a pack-
age, are pleasant, harmless and inex-
pensive. For sale by Benson, Smith &
Co., Chambers Drug Co., and Hollister
Drug Co.—advertisement.One sees more national flags and
fewer national servants in America
than in any country in the world. Its
conception of manners is one of free,
plain-spoken, men revering women and
shielding them from most of the real-
ities of life, scornful of aristocracies
and monarchies, while asserting sim-
ply, directly, boldly, and frequently
an equal claim to consideration with
all other men.—H. G. Wells.An ugly girl isn't to blame for her
looks, but people may notice it just
as she should be the net result. Sargol**New and Classy
SHOES
for Young Men
for Young Women**Latest
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homesite. Secondly, as an investment proposition it is unsurpassed.**Certain to Earn Large Profits**for those who **Buy Now** Prices are advancingWhether considering a purchase for home or investment, you owe it to yourself to investi-
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